Highway Development Control Consultation Response

Planning Application Ref: PL/2023/09785

Site Address: Lillybrook Farm, Bowds Lane, Lyneham, SN15 4DS.

Proposal: Conversion of agricultural building into a single storey residential dwelling, associated parking and associated works.

Date of Consultation Response: 11/12/2023
I refer to the above planning application dated 13/11/2023 seeking permission for the conversion of an agricultural building to a single storey residential dwelling, associated parking and associated works.

The site is located with existing access onto the A3102 Southview which is subject to a speed limit of 40mph.

As this would lead to separate dwellings outside of identified development boundaries, the proposal would usually attract an adverse highway recommendation on sustainability grounds as follows:

The site is located outside of any settlement policy boundary, raising concerns with regards to the sustainability of the site for residential development due to the likely reliance upon the private car for any occupants and their visitors. This proposal is therefore, in my opinion, contrary to Core Policies 60 and 61 of the Wiltshire Core Strategy and Section 9 of the National Planning Policy Framework 2023, which aim to reduce the need to travel particularly by private car and encourage the use of sustainable transport alternatives. However, I shall be guided by you on this sustainability issue and wish to advise with regard to highways in the instance that you would be minded to permit dwellings in this location.

There are no proposals to amend the existing access to the site, retrospective permission was granted for the access under application PL/2023/00507, which secured visibility splays and resurfacing of the access. I am unsure if this has taken place or whether this is something that can be covered by conditions on this application. Visibility splays were also required to be provided and maintained, these were in accordance with standards for the speed limit of the A3102, again these are required to be maintained.

The approved access was for occasion agricultural use and the proposed use would bring about additional vehicular trips associated with a residential use. The subsequent trip generation of a dwelling in this location would be considered an intensification of use, concerns have been raised with regard to right turning vehicles, however, the site is afforded visibility at the access commensurate with the local speed limit and therefore deemed to be within safe standards, with regard to right turning vehicles entering the site I would wish to see a demonstration of the forward visibility on the A3102 from either direction in line with required standards. The vertical alignment of the road may need to be taken into account when assessing this visibility.

Therefore, until the forward visibility for vehicles on the A3102 has been demonstrated accordingly, ensuring right turning vehicles are visible when stopped to turn into the site and taking into account the vertical and horizontal visibility to the stopped vehicle, I cannot make further comment. If this information is not forthcoming, I would be required to recommend refusal based upon the lack of information to determine highway safety.

If you have any queries regarding the above advice, please contact:
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